

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8592

號四初月六年三民

THURSDAY, JUNE 29 1911. 四拜禮

號九十月六年英港

830, PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

THE SEAMEN'S STRIKE.

RIOTING AT HULL.

[THE "TELEGRAPH" CORRESPONDENT.]

London, June 28, 8.25 p.m.
At Liverpool the shipping trade is paralysed owing to four thousand dockers having joined the strikers.

There has been rioting at Hull and the military have been summoned.

Mr. G. R. Askwith, Comptroller General of the Labour Department of the Board of Trade, has intervened. At a conference of owners the granting of an increase was recommended but the companies were urged to decline to recognise the Seamen's and Firemen's Union.

FLIGHT OVER NIAGARA.

[THE "TELEGRAPH" CORRESPONDENT.]

London, June 28, 8.25 p.m.
An aviator has made a successful flight over Niagara Falls.

THE PROUDLOCK CASE.

APPEAL WITHDRAWN.

[THE "TELEGRAPH" CORRESPONDENT.]

Singapore, June 29, 1 p.m.

Mrs. Proudlock (who was convicted of the murder of Mr. Steward in Selangor and sentenced to death) is unable to bear the suspense consequent upon her sentence and has written to her lawyers withdrawing her appeal, trusting to the Sultan to take pity upon her in her sufferings, and thanking the public for the sympathy they have shown to her.

[It had been decided to invite public subscriptions to defray the costs of an appeal in the Proudlock case, and it was hoped that the sum obtained would be sufficient to secure the best legal advice available. Over \$200 was subscribed, as soon as the fund was opened. The ladies of Penang, at a meeting held at the residence, resolved to cable the King asking for a pardon for Mrs. Proudlock. The wire added:—"We believe from the evidence given in court that Mrs. Proudlock received great provocation and acted as she did only for the protection of her honour."]

THE AUSTRALIAN NAVY.

ACTIVE PREPARATIONS.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, June 29.

Preparations are in active progress in Sydney for the formation of the new Australian Navy. A call for eight hundred sailors will be published next month. Candidates for the Navy will be accepted from the Army.

TOGO AT NAVAL REVIEW.

SPECIALLY HONOURED.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, June 29.

A Admiral Togo of Japan was specially honoured at the grand Naval Coronation Review by being a guest upon the warship on which H. M. King George embarked with the Princess of the Blood and other Royalties representing foreign Powers.

REUTER'S TELEGRAMS.

POLITICS IN FRANCE.

NEW CABINET.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 1.50 p.m.

The formation of the new French Cabinet in succession to that of M. Monis, resigned, has been completed. M. Cruppi is appointed Minister of Justice; M. Descloux, Prefect of the Seine and Minister for Foreign Affairs; M. Messimy, a civilian, Minister for War; and M. Lebrun, Minister for the Colonies.

FESTIVAL OF EMPIRE.

JAPANESE SAILORS' VISIT.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 1.50 p.m.

Eight hundred Japanese sailors visited the Festival of Empire.

THE SHIPPING STRIKE.

CONFERENCE OF OWNERS.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 8.40 a.m.

A conference of British ship-owners will be held to-day to consider a proposal to fix a standard wage.

AT LIVERPOOL.

At a meeting of shipowners in Liverpool yesterday, it was agreed that each shipping company should exercise freedom of action as to granting or refusing the concession demanded by the seamen on strike.

Subsequently seven lines arranged a settlement with their men. Others are expected to follow suit, thus terminating the strike on the Mersey.

PORT OF LONDON.

Mr. Havelock Wilson, the leader of the Seamen's Union, announces that nearly every shipping company in London has arrived at a settlement with the strikers.

SITUATION AT HULL.

The situation is the most serious at Hull, where the railwaymen threaten to strike to-day in support of the seamen.

REUTER'S TELEGRAMS.

14,000 IDLE AT LIVERPOOL AND MANCHESTER.

London, June 29, 1.20 a.m.

The strike has developed seriously at Liverpool and Manchester, where there are now 14,000 men idle.

Shipping is at a standstill.

OWNERS' CONCESSIONS.

At a conference of one hundred shipowners of the United Kingdom it was decided that a moderate increase of wages might be granted at certain ports in view of the present trade conditions.

The conference recommended the Shipowners' Association to fix a standard rate of wages for the respective districts and advised the Shipping Federation to extend its functions so as to cover wages disputes.

It was unanimously decided to answer the demands of the men for a recognition, by the owners, of the Seamen's and Firemen's Unions.

PELAGIC SEALING.

INTERNATIONAL TERMS.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 11.30 p.m.

The "Times" correspondent at Washington announces that as the result of the conference at Washington of representatives of Britain, Russia, United States and Japan, it has been arranged to suspend pelagic sealing in the Northern Pacific for fifteen years. Canada and Japan will receive as compensation a share of the yearly dolo of skins from America and Russia, both of whom pledge for that purpose thirty per cent. of their respective catches.

In order to counteract poaching the contracting Powers agree not to admit into their respective countries skins of unknown origin. The Governments of China, Mexico, Chile and other countries will be approached with a view to the prevention of the use of their flags on the high seas by seal poachers.

REUTER'S TELEGRAMS.

ARBITRATION BEFORE U.S. AND BRITAIN.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 11.50 a.m.

Great Britain's reply to President Taft's arbitration proposals has been received at Washington. Hopes are expressed that the Treaty will be submitted in the present session of the United States Senate.

MILITARY COLLEGE.

OPENED IN AUSTRALIA.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 1.50 a.m.

Australia's new Military College, erected under the scheme of Australian defence, has been opened at Duntroon, near Sydney, by the Earl of Dudley, Governor General of the Commonwealth. Lord Dudley, in his speech at the opening ceremony, said he was glad that New Zealand was sending her military cadets to the Duntroon College, as the friendship thus formed would lead to a closer bond between these two sentinels of the Empire in the South Seas.

[Duntroon, the site of the new Military College, is one of the oldest homesteads in the neighbourhood of Sydney and lies amidst a tract of beautiful country. The College is to be conducted upon the lines of West Point, the United States Military College on the Hudson, near New York, as was suggested by Lord Kitchener in his report on Australian defences.]

NEW POSTAGE STAMPS.

TO BE IMPROVED.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 9.30 p.m.

In the House of Commons at question time, the Right Hon. H. L. Samuel, Postmaster General, said he was disappointed that the new postage stamps had not been more successful. "He hoped that there would be an improvement in the printing when the new contractors were more experienced and less pressed."

REUTER'S TELEGRAMS.

HOME POLITICS.

THE PRIZE BILL.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 12.5 a.m.

In the House of Commons, Mr. McKinnon Wood, on the motion for the second reading of the Prize Bill, emphasised the support given by the Colonial Premiers to the Declaration of London. General Botha, he said, viewed the matter from the South African standpoint. He pointed out that these agreements would improve the position of South Africa in the event of war, especially the abandonment of the doctrine of continuous voyage.

The agreement, Mr. Wood continued, removed uncertainties under which British commerce was the worst sufferer, and it in a wise weakened our naval efficiency as a belligerent, either as regards blockading or otherwise. It created no dangers which did not exist now and it lessened the existing risks. A refusal to ratify the declaration would be attended by the risk of food being declared absolute contraband.

The Declaration of London, he said in conclusion, was not to be regarded as a substitute for the Navy. We must still depend upon a strong Navy for our safety.

Right Hon. Sir R. B. Finlay (Conservative) commenting upon the constitution of the proposed Prize Court, on which Great Britain was to have only one member out of fifteen, whilst the United States and Japan were to nominate seven members, characterised the arrangement as outrageous.

The Government, he contended, had made a complete surrender of British principles on the question of contraband and the destruction of neutral vessels. Though they had the support of America and Japan, the ratification of the Declaration of London would be a national calamity.

REUTER'S TELEGRAMS.

POLITICAL FEELING IN THE COUNTRY.

In consequence of the attitude of the House of Lords towards the Veto Bill, Liberal members of Parliament who had been contemplating paying visits abroad have been warned by the Party Whips not to leave the country.

The state of suspense in political circles is described as more intense now than in the autumn of 1909 when the House of Lords was debating the expediency of rejecting the Budget.

WHAT WILL RESULT BE?

London, June 29, 7.10 a.m.

While nothing definite is known regarding the final intentions either of the Government or of the Opposition, the belief is widely held on both sides that the result will be neither a creation of new Peers nor a General Election. The Peers will not press matters beyond eliciting an unequivocal threat to create new Peers and will then pass the Veto Bill unamended, yielding to "force majeure."

THE PARLIAMENT BILL.

In the House of Lords, when the debate on the Parliament Bill was resumed, Lord Cromer moved as an amendment that a committee of seven members from each House shall be appointed to determine whether any measure is purely financial, instead of such decision being left to the Speaker.

Lord Morley said that nothing could induce the Government to accept such an amendment.

The amendment was subsequently passed by 183 votes to 44.

HOME CRICKET.

COUNTY RESULTS.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 12.5 a.m.

The latest results to hand in the English County Cricket matches are as follows:—

Middlesex won by nine wickets.
Marylebone won by three wickets.
Leicestershire won by nine wickets.
Kent won by 155 runs.
Hampshire won by five wickets.
Cambridge scored a win.

REUTER'S TELEGRAMS.

DEPARTING GUESTS.

FROM THE CORONATION.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 11.30 p.m.

The railway stations are busy with the departure of the Royal guests, after the Coronation festivities. H.R.H. the Duke of Connaught, H.R.H. Prince Arthur of Connaught and other English Royalties, as well as the foreign Ambassadors, are bidding farewell to the departing visitors.

HOME RACING.

PRINCESS OF WALES' STAKES.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 8.15 p.m.

Probable starters and jockeys in the race for the Princess of Wales' Stakes are as follows:—
Lemberg (Dillon).
Swynford (F. Wootton).
Cardinal Martin (William).
Andrea (Trigg).
Bryony (Fox).

LORD AND LADY DENMAN.

SAIL FOR AUSTRALIA.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 4.50 p.m.

Lord Denman, the new Governor-General of the Commonwealth, and Lady Denman have sailed for Australia.

[Lord Denman was Deputy Speaker of the House of Lords, and was born in 1874. Educated at Sandhurst, he served in South Africa as Captain, commanding the 35th (Middlesex) Squadron of Imperial Yeomanry, 1900, and was wounded. Lord Dudley, who retired, has been Governor-General of Australia since 1908.]

THE COLONIAL TROOPS.

VISIT TO WINDSOR.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 4.50 p.m.

The Colonial troops attending the Coronation paid a visit to-day to Windsor Castle.

The Weather Forecast.



FOREIGN NEWS ITEMS.

Rome.

The Rome newspapers state that instructions have been given by the Pope for the process of canonisation for the beatification of John Newman, former Bishop of Philadelphia, to be hastened as much as possible. It is said His Holiness desires to have the solemn canonisation of this American saint accomplished at as early a date as can conveniently be arranged; and it is understood that the occasion will be made one of unusual magnificence and solemnity. A large deputation of pilgrims will attend from the United States.

Spain.

It has been decided to establish a Spanish "Foreign Legion." The committee charged with the duty of examining and reporting on the Compulsory Service Law has approved a scheme for the creation of a Colonial Volunteer Army, into which foreigners will be admitted, for the North of Africa and for Spanish Guinea.

Greece.

In the Greek Chamber, M. Venizelos, the Premier, introduced a Bill abolishing the office of Commander-in-Chief, and also a Bill creating an Inspector-General of the Army, the Crown Prince to be appointed to the post. M. Venizelos declared that the office of Inspector-General would not produce so much friction as that of Commander-in-Chief.

Turkey.

At a banquet held at Constantinople in honour of Djavid Bey, the late Minister of Finance, the Grand Vizier eulogised Djavid Bey, and said he hoped that the latter would continue to render his services to his country. The Grand Vizier added that one Djavid had gone and another had come.

The Grand Vizier made his first public announcement that he had joined the Union and Progress party.

Russia.

The Council of Ministers has drawn up the regulations fixing the supply and price of sugar for the year 1911-12.

The quantity of sugar for issue on the home market was fixed at 73,000,000 poods, and the obligatory inviolable reserve at 8,000,000 poods.

The maximum price of sugar was fixed at 405 copecks for the period to January, 1912, and at 415 copecks after that date.

Manchuria.

Dispatches received from Vladivostok report that the Chinese throughout Russian Manchuria are organising demonstrations against a curious regulation which has just been promulgated by the Russian authorities compelling every Chinaman walking about after dark to carry a lantern.

It is declared that this is only another of the many petty annoyances with which the authorities deliberately irritate the Chinese residents, and which inevitably tend to increase the Chinese hatred of the Russians.

America.

The United States fleet which is visiting Danish waters arrived at Copenhagen. The weather was very fine.

Portugal.

The Radicals intend to contest the eastern electoral district of Lisbon.

All the men detained in connection with the incident at the naval arsenal on April 7, when a party of men sought to induce the workmen to mutiny and then went on board the cruiser "Sao Rafael," crying "Down with the Minister of Marine!" have been released.

The strike of riverside and dock hands of Oporto and Gaya has come to an end. The workmen of several spinning mills, numbering some hundreds, have now gone on strike.

TRADE CREDIT ABUSES.

The "Englishman" (Calcutta) says:—

Observers of events in the Far East and Farther India deplore the turn commercial affairs have taken in that part of the world. Trade conditions, we gather from a reliable source, are most unsatisfactory as far as importers are concerned, chiefly owing to the faulty policy adopted by German merchants of giving long terms of credit to traders. Indeed, matters have reached such a crisis as to make trade with the Chinese, the Siamese and the Malays a task involving considerable sifting of references and imposition of safeguards. When the Germans first appeared on the scene, they initiated the system of long credits in order to obtain a footing in the markets of the East. They succeeded in weaning away many customers from other merchants, but they also established a method of business which has not proved satisfactory. Even German merchants themselves now clamour for the restoration of the old order of things. Irresponsible Chinese merchants do not hesitate to repudiate a contract or withhold payments of dues on the slightest pretext. As far as can be seen the German merchants will have to reap the whirlwind they have sown. Recently a prominent German firm trading in Bangkok lost a large sum of money, because the articles it supplied to a local merchant were declared by the latter to be unsatisfactory some time after the purchase. A suit lodged in the Bangkok Court was decided in favour of the local merchant. The same conditions obtain throughout the Far East. Needless to say, trade is hampered, and unless a gigantic effort is made to destroy the long credit myth, commercial progress in the Far East must necessarily be slow.

RAID ON A KOBE FOREIGN FIRM.

On the 15th instant, a series of raids were made by the Kobe Customs authorities at the offices in Naniwa-machi of Messrs. H. and W. Greer (Japan), Ltd., at the private residence of the general manager, the Dunlop factory at Wakinohama, the Ingram rubber factory at Hyogo, and the private residences of the works managers of these two factories. The party of Customs officials which raided Messrs. Greer's offices in Naniwa-machi produced only two ordinary visiting cards as authority for the search they were about to make. After thoroughly ransacking the premises and completely upsetting the routine of the office, the officials in charge stated that they would have to take the firm's books away for examination. The manager offered to provide a room where the books could be examined, but this was refused, the officials stating that the books must be taken away. Eventually this was agreed to on condition that a representative of the firm should be present at the examination.

Later in the day the books were returned, with the explanation that everything was found in order, and an apologetic statement expressing regret for the inconvenience caused. The raids at the two factories and at the three private houses were equally abortive, and the result of the simultaneous raid has been nothing more than to cause great annoyance and inconvenience to the foreigners concerned, it having been admitted that whatever suspicions the authorities may have had for making these raids were entirely groundless. We presume that some further explanation will be forthcoming from the Customs authorities apologising for the seizure of private residences—correspondence which had absolutely no connection with Messrs. Greer & Co. or their business.

FRENCH INDO-CHINA.

The Bulletin Economique of Indo-China contains some interesting information regarding the resources of the French colony. In the first place, it appears that the exports of rice in 1910 were larger than those of the preceding year, the progress of this cultivation in Cochinchina compensating for the sensible decrease in the exports from Annam and Tongking. Cochinchina exported last year 1,106,220 tons of rice, or nearly 200,000 tons more than in 1909. The total exports in 1910 amounted to 1,269,517 tons, of which 160,204 tons went to Tongking, 2,831 tons to Annam and 262 tons to Cambodia. The principal customers for Indo-Chinese rice are still Hongkong and, in the second place, France and her colonies. Turning to maize, the total exports in 1910 were 84,380 tons, which were almost entirely absorbed by France. As regards minerals, the Charbonnages du Tonkin produced 520,361 tons of coal, a figure which is still modest but augurs well for the future. The Tongkingese exports of mineral of zinc ore last year were 18,834,566 tons. And it may be noted that, according to Surgeon-major Dureigne, abundant stores of phosphates would be found in the provinces of Lang-Son, Thai-Nguyen, etc. Regarding finally the statistics relating to colonisation in Cochinchina, those show that vacant lands are still five or six times more numerous than those already conceded. These latter represented in 1910, 460,936 hectares (of which 307,781 have been put into use), and the lands which still remain to be conceded are estimated at 2,418,781 hectares. There is, therefore, no lack of room; labour remains insufficient in two districts out of three.

BRITISH SUBJECTS IN KOREA.

Questions in Parliament.

In the House of Commons on the 23rd ult., Mr. Mitchell-Thomson asked the Secretary of State for Foreign Affairs whether any assurances had been received from the Japanese Government regarding the question of land tenure and ownership and working of minerals by British subjects in Korea; and, if so, what was the nature of such assurances.

Sir E. Grey: In reply to representations by His Majesty's Government, the Japanese Government have declared that they will abide by the Declaration made at the time of the annexation of Korea, the text of which was published in the Press at the time, whereby the protection of the legally acquired rights of foreigners in Korea is assured. They have fully recognised that British owners of land or mines in Korea have the right to hold and dispose of such property without being subject to the conditions and restrictions of the Japanese Law of April 12, 1910, with regard to the ownership of land by foreigners or of the Mining Law at present in force in Japanese proper. These answers have been accepted as satisfactory.

Mr. Mitchell-Thomson asked whether any, and, if so, what reciprocal concessions have been made by Japan in return for the surrender by Great Britain of other treaty rights and privileges of extra-territoriality in Korea.

Sir E. Grey replied that the answer was in the negative. Japan had undertaken to continue existing tariffs with Korea for 10 years, and had given assurances as to the existing rights of British subjects.

Mr. Eden Phillpotts: Untruth is the cement of society; lying, not loving, makes the world go round.

RAILWAYS IN JAPAN.

Big Building Programme.

The Japanese Government's plans for railway extension in the immediate future contemplate the enormous outlay of £120,000,000, of which at least £110,000,000 has to be borrowed—largely from abroad. This scheme represents a programme of some thirty years' duration, but the portion of the project to be carried out at once extends over a period of about thirteen years and involves an expenditure of £48,900,000.

About £13,000,000 of this is to be derived from profit on ordinary railway traffic, but the remaining £35,900,000 will come from abroad. According to the present arrangement the Government will spend about £3,000,000 annually on railway extension.

Japanese railways have now reached a mileage of 7,015, including about 3,442 miles on the main island and 577 in Kyushu, with 724 miles in Hokkaido and 118 miles in the Yonago section, while the mileage under construction is over 450. In addition there are 641 miles in Korea, 711 in Manchuria, 271 in Formosa, and 25 in Siam, with about 696 miles in the main island not under Government control.

CABLE RATES.

To the Far East.

In Committee of Supply in the House of Commons on the Post Office Estimates Mr. Samuel, in the course of his speech, said that having given close attention to the character and cost of our cable communications he had decided that the control of the rates should be secured by means of the licences required for the landing of cables on our shores. These licences came up for renewal from time to time, and henceforth they would set forth that if in the opinion of the Government the rates were excessive, a cable company should be taken to them, and if the company concerned disagreed with the objection it should be referred to the arbitration of an impartial tribunal. He thought the companies were entitled to much credit for their readiness to listen to representations made to them, particularly in one direction. They had all consented to a large reduction in the rates charged for plain language telegrams which were not of an urgent character. He had been negotiating with all the cable companies of importance which had their headquarters in England, and both the Atlantic and the Eastern Companies had agreed to reduce by 50 per cent. the rates charged for plain language telegrams.

ROYAL OAK DAY.

Lord Roberts Inspects Veterans at Chelsea Barracks.

To celebrate the birthday of its founder, the statue of King Charles II. in the grounds of the Royal Chelsea Hospital was, on May 29, wreathed in oak boughs. The oak was chosen to commemorate the historical escape of King Charles from the Parliamentary troops by climbing into an oak tree.

The event was made the occasion for Lord Roberts to receive some 100 of the Chelsea pensioners. The old men, wearing their long red coats and cocked hats, looked for the most part very erect, in spite of their years, and made a fine display in the morning sunshine.

Lord Roberts walked slowly along the lines, stopping every now and then to look at the medals worn by the pensioners and to speak a kindly word to some of them, many of whom had served with him in his campaigns. He afterwards briefly addressed the pensioners, and congratulated them upon the comfort and happiness they were able to enjoy at the end of the stress and turmoil of their lives.

Afterwards Lord Roberts inspected the kitchens, where plum pudding and beer were being added to the ordinary ration, and then crossed into the great hall where the new bust of King Edward, the work of Mr. A. Bruce-Joy, was on view.

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

TO LET.—ONE ROOM, suitable for Office use on Second Floor, Princess Building. Apply to Wm. Meyerink & Co. [1282]

HOUSE TO LET in Knutsford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1104]

PERUVIAN RUBBER.

Diminished Export from Iquitos at Better Prices.

Mr. Consul D. Cazes, reporting on the trade of Iquitos for 1910, says: "Rubber is the centre of all commercial undertakings, and so long as prices for this article are maintained at anything above 4s. per lb. this is likely to continue to be the case. The average quantity of rubber collected by a rubber collector during one season, on a good estate, is from 250 to 300 kilogrammes per season.

The output during the year 1910 has been rather disappointing, owing to an exceptionally wet season, and the shortage of labourers on some of the estates caused by the enrolment of the workers as soldiers during the time of political tension between Peru and Ecuador.

Exports of Rubber.

1909.....2,421,148
1910.....2,204,101

Although shipments show a falling off in quantity, prices being high in consuming markets during the year, the value of exports has been more than in the previous year. The quantities shipped from Iquitos are Peruvian fine, scrappy, negroheads, Peruvian ball, weak fine, Putumayo tails and white ball. Although the exports show a falling off in weak rubber, this is only in reference to Putumayo tails, this quality being classified improperly in the exports as weak fine. As a matter of fact considerable activity has been shown in working-smoked weak fine in the Rivers Huallaga and Alto Marañon, and as labour and living are cheaper in those districts, the output is likely to increase in the future.

With reference to fine, the falling off in the proportion of scrappy (quoted in last year's reports as "negros") rather tends to show more careful work on the part of the gatherers. Peruvian ball quality continues to get scarcer in all the rivers near Iquitos, many workers migrating to the River Madre de Dios and tributaries, where this quality is still plentiful.

In spite of the interest shown in exploiting weak fine there are considerable tracts of land in the Alto Marañon where this quality is indigenous, which could be acquired from the Government at small cost. The trees are tapped in the same way as fine, and with proper care should not perish. In December, 1909, new laws referring to rubber properties were issued from Lima. All lands belonging to the State may be acquired by private individuals in the following way—by purchase or concession.

Payment of 1 sol for every hectare (10,000 square metres) entitles buyer to freehold rights. If in 10 years, after purchase the land is not cultivated up to at least one-fifth of its area, a payment of 1 cent per hectare annually has to be paid to the State. No buyer can acquire more than 1,000 hectares of agricultural land, or more than 30,000 hectares of rubber land without special order from the Government.

Intimations



SHORTEST & QUICKEST ROUTE BETWEEN

THE FAR EAST & EUROPE via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare			Thurs.	Sun.	
\$4.00	Shanghai (Steamer) l.v.		Thurs.	Sun.	
	Dairen (") l.v.		Sat.	Tues.	
Y14.00	(S.M.R. Train) l.v.	6.00 a.m.	Sun.	Wed.	Fri.
	Mukden (") l.v.	1.50 p.m.			
Y11.50	(") l.v.	2.00 "			
	Changchun (") l.v.	3.30 "			
R 9.50	(Russian Train) l.v.	9.30 "			
	Harbin (") l.v.	9.10 a.m.			

Connecting at Harbin with

State Express for Moscow	Wagon-Lits for Moscow.	State Express for St. Pet.
--------------------------	------------------------	----------------------------

Connecting at Harbin with

SOUTH BOUND.

		Connecting at Harbin with	State Ex-press from St. Petersburg	State Ex-press from Moscow	Wagon Lit. from Moscow
R 9.50	Harbin (Russian Train) ... l.v.	11.20 a.m.	Mon.	Wed.	Fri.
	Changchun " ... A.t.	8.25 p.m.	"	"	"
Y11.50	(S.M.R. Train) ... l.v.	10.30	"	"	"
	Mukden " ... A.t.	5.10 a.m.	Tues.	Thurs.	Sat.
Y14.95	" " ... l.v.	5.25	"	"	"
	Dairen " ... A.t.	1.30 p.m.	"	"	"
Y40.00	(Steamer) ... l.v.	Noon	Wed.	"	Sat.
	Shanghai " ... A.t.		Fri.	"	Tues.

* Russian Train Time is 24 minutes short of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service. TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add. "Mantetsu." Codes: A.B.C. 6th. Ed. A. I. & Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chifoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 6th. Ed. A. I. & Lieber's. Agents: MITSUI BUSSAN KAISHA, LTD. [785]

JUST ARRIVED

per S.S. "Princess Alice."

A NEW CONSIGNMENT

of

Simon Arzt No. 70 P

\$2.20 - - - per 100

CIGARETTES.

G. PRIEN, Hongkong Hotel Building.

Phone 174.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1093]

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic
A small cask of O. B. Beer
Fresh from the Brewery.

"Just Try It"

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,
ALEXANDRA BUILDINGS.

Hongkong, 9th June, 1910.

NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH."

Hongkong 9th June 1910

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 29, 1911.

CHINESE TECHNICAL EDUCATION.

Technical education in China, especially in the application of scientific principles to the various branches of industry, and the development of the vast natural resources of the country, is now being given that attention, by the Hsueh Pu, which such a matter rightly deserves. More especially are the energies of the Board of Education directed towards the formulating of special schemes, for the perfection of teaching in engineering subjects, and it would seem, from this, that the Peking authorities were beginning, not only to realize the dormant wealth in Chinese territory, but also the imperative need of a full service of communications for the purposes of opening up a trade in the natural products that travellers have, time and time again, described in books on their sojournings in the land of the Celestial. It is in keeping with this policy, of developing China for the Chinese, that the government should take steps to train the youth of the Empire to fill the important positions, that are now occupied by Europeans drawing larger salaries, than a Chinese in the same position would do. As Japan is doing, so China will do, and as the former are gradually ousting their European teachers, and replacing them with Japanese, so will China. Consequently in the future, the near future, many positions will be open to Chinese candidates trained in civil, mechanical, mining and electrical engineering.

In pursuance of this policy of developing China for the Chinese the Board of Communications has established colleges, the three most important of which are at Shanghai, Tientsin and Tongshan. These schools have been said to be excellent, by competent authorities, though the term is merely comparative, because, though they have not reached that stage of efficiency which is necessary for the training of good engineers, they are sufficiently complete in equipment and capability of instruction, to compare favourably with similar institutions in other countries, taking, of course, everything into consideration. The difficulty at present seems to be the present system of management. China is putting on a new garment; it is exchanging the "cheung sham" for the Western coat, and the change is at present uncomfortable. Members of the old school of learning are finding it difficult to get into consonance with Western ideas, and until new teachers, imbued with Occidental precepts, are ready to step into their place, and take control, the scholastic machine must necessarily contain incongruities which will tend to its inharmonious working.

Nevertheless, the signs of the times augur well for young China. It has been said by many writers that the rejuvenation of the Orient cannot come about, unless some moral force, such as a religion, which has some great bearing on everyday life, comes into being. We prefer to believe that proselytising is not a necessary adjunct to Oriental awakening, but that the imperative factor is the casting aside of old trains of thought, and the assimilation of new ideas, ideas which have tended to the present industrial excellence of the western world. We cannot blame China's desire to do without the stranger in her gates. It is a sign of real progress that she is anxious to walk without the continual support of European nurses, and that she will be able to do so, and build up an extensive commerce, is no occasion for alarm but rather of rejoicing. We have yet to learn that the industrial progress of the west was a menace to the competing nations, and by analogy, if in the latter hemisphere it proved a good thing, surely in the east it cannot fail to do the same.

DAY BY DAY.

Judge every word and deed which is according to nature to be fit for thee; and be not diverted by the blame which follows from any people nor by words, but if a thing is good to be done or said, do not consider it unworthy of thee.

We have received from Messrs. Mee Cheong a collection of splendid photographs of the late coronation celebrations.

By order of the "Service de Douanes," five torpedo boats and two launches will be sold in Saigon by public auction on July 1st.

Chinese Cruiser at Saigon.
The Chinese cruiser Hai-chen has been anchored for several days at Saigon. The occasion was taken advantage of for an interchange of calls between the officers of the war-vessel and the local authorities. A civil mandarin was on board charged with a special mission, but what it was has not transpired.

Wireless Telegraphy.
Following on the wireless experiments at Brant Rock, Massachusetts, for the United States Navy, it has been decided to erect four steel towers at Fort Myer, Washington, District of Columbia, as a land base of the Navy wireless telegraphy system. The towers will be 150 feet high, and will cover a minimum radius of 1,500 miles.

Kidnappers.
Just before the departure from Shanghai of the Indo-China steamer Choyang for Hongkong on her last voyage the police received information that a gang of kidnappers were carrying out operations on the ship and, on visiting her, arrested eight Chinese who were attempting to escape from the port twelve children who had been kidnapped from their homes.

Port Arthur Harbour.
The harbour at Port Arthur during the long siege became a receptacle for all sorts of material, from blocking steamers to heavy guns, says the "Japan Mail." A great deal of dredging and cleaning has been effected since that time, but the harbour has by no means been cleared completely, and the authorities are said to have determined to undertake the work on a thorough scale, so that the place may eventually serve the purpose of a commercial port.

Oil Boat Capsized.
Mariners are warned to be on the look-out for the presence of the Siam Electricity Co.'s oil tank boat (dimensions 12 ft. by 30 ft.) loaded with 20 tons of oil fuel and having air-tight compartments, which capsized on Tuesday, last week, at the mouth of Klong Tapan Han, and is reported to have drifted up the river. The Harbour Master, Bangkok, will be obliged for any information if this boat should at any time be met with.

Chinese Pork.
"Fairplay," in the course of a letter to the "Globe," writes:— "I have recently returned from China, and am able to state that the frozen pigs that are being exported to England are of breeds equal to many raised in England, and far superior to those coming from several countries in Europe. I had an opportunity of speaking to our Ambassador at Peking, and also to the Consul-General in the town from which the pigs are imported, upon the question, and they both assured me that the English company which inaugurated this business deserve every credit for their enterprise in tapping a valuable source of food supply, that the pigs being exported were of a special breed from a district that had been noted for generations for their excellence in quality, that they were fed on rice, which is exceedingly cheap in the district, and there is no doubt that the food of these pigs is far and away superior to that of those raised in the neighbourhood of all the large towns in England, food consisting of hotel, kitchen, and restaurant refuse, of which we all have vivid recollections."

A trawler, the property of Messrs. E. Bradley & Co., general merchants, has arrived in the harbour.

There were four cases of plague notified as having occurred during the 24 hours ended at noon to-day. One was fatal.

The annual prize distribution and concert in connection with the Associncao Promotora da Instrucao dos Mcdicos will be held at the Theatre D. Pedro on Saturday next.

A box of clothing and 100 dollars in cash have been stolen from the house, 590 Queen's Road West on Wednesday night or early on Thursday morning. The total value is 100 dollars.

A Church of England parsonage has just been completed in Dairen, at a cost of ¥10,000, and ground is reserved for a church when necessary.

On Coronation Day, at Shanghai, a guard of honour was formed at the British Consulate, composed of members of the Legion of Frontiersmen.

For changing the name of a daily in Nagasaki and continuing publication after being suspended, the editor and printer of a Japanese paper have been sentenced to four months' imprisonment.

Hippodrome Circus.
On Tuesday next, the Hippodrome Circus and Menagerie will open at Causeway Bay, where at present the circus match is in course of construction. The Hippodrome enjoys the reputation of being amongst the best travelling shows that visit Hongkong. On this occasion, the management announces many new features in the entertainment, which will doubtless be appreciated to the full by Hongkongites.

For a Comrade's Sake.
There was on view on board H.M.S. Monmouth yesterday, an inscribed silver cup, subscribed for by the ship's company, to be presented to the band and buglers of the K.O.Y.L.I. as a mark of appreciation for their voluntary attendance at the funeral, last August, of Signaller Smith of the Monmouth, who was buried at Happy Valley. The funeral took place in a perfect deluge of rain.

Insistent Lenders.
It is reported that both Russia and Japan have sent representatives to Peking urging the Chinese Government to borrow money from them and demanding that the loan be secured on the Kinchow-Laoan Railway. H. E. Sheng Kung-pao is said to be in favour of such a loan and to have called on Prince Ching and strongly advocated it to His Highness, who, however, replied that as the matter was one of such great importance it required careful consideration.

Chinaman's Suicide.
A case of suicide was reported to the Police yesterday. A number of Chinamen were partaking of food in the Tai Sang Loong shop, 12 Bonham Strand, at five o'clock when one of them went into the kitchen. Nothing was thought of his sudden exit at the time, but as he did not return, a search was made for him. He was found on the kitchen floor with his throat cut from ear to ear. A chopper was lying near. Life was found to be extinct and the body was removed to the mortuary. The case is evidently one of suicide, but no motive can be ascribed for the deed.

Picture Show at Yau-mat.
At the Electric Cinematograph, Yau-mat, the management are producing again, by special request, the beautiful film entitled "The Milk Industry in Switzerland." This coloured film, made by Lumiere, measures 750 feet and shows from beginning to end the milk industry, the cows leaving the barn for green pastures, the milking in the Alps, the carrying of the milk down to the village, preparing and sterilizing the milk for tinning, labelling and transportation. The last represents a beautiful Alps girl testing and drinking a glass of the well-known "Bear" brand of milk, of which Messrs. Blackhead are the agents. The film is fully explained in English and Chinese, and is really worth a visit to Yau-mat to see.

SUPREME COURT.

A Curious Case.

In the court of summary jurisdiction, this morning, before Mr. Justice Gompertz, Cheung Fuk Hing sued the Taun Shing firm and Tse Taun Sing, a managing director therein, to recover the sum of \$508 being the balance due for work done in removing a mound of debris, at the Italian convent, at the defendant's request and also for earth supplied.

Mr. Willson appeared for the plaintiff and Mr. Johnson for the defendant.

Evidence was given by the plaintiff and his foreman and at the conclusion of the case His Lordship said the plaintiff did not even seem to know what his case was. There was nothing upon which he could give judgment.

His Lordship to Mr. Johnson:— "Why did your client not pay? They were always prepared to pay. They had always had the entry in the ledger. The man always came every time for his money but on this occasion he issued a writ instead without notifying his clients."

His Lordship:— "How much have you paid into court?"
Mr. Johnson:— "I have paid \$40 into court; we should have paid that at once if he had come to the office."

Continuing Mr. Johnson said he would ask for costs. The plaintiff had come into court, asking for \$508 and had got \$40. His claim had had to be amended and he could not even explain his own figures.

His Lordship gave judgment for the plaintiff for \$45.08 with costs up to the time of the payment into court. After that costs were to go to the defendant.

MARINE COURT.

TO-DAY.

Before Commander C. W. Beckwith, R.N.

Excess Number of Passengers.

The Commander, for the second time within a few days, had to deal with a case in which a Chinese ferry boat carried an excess number of passengers. In the first case he spoke very strongly on such breaches of the licence and to-day, following out what he said on the last occasion, that the next case would be punished, he inflicted a fine, which, though nominal, will serve as an example. The coxswain was fortunate in being dismissed with a 20 dollars fine, but the Commander took into consideration that the night of the offence was Coronation night, and a certain amount of allowance must be made.

The Evidence.
P. C. A. N. Reynolds said that on the 22nd inst. he saw the steam launch, Yew Shing, of which Wong Kwai was the master, proceeding in the direction of Kowloon City from Hongkong. She had a list to starboard and on closer examination he thought she was carrying too many passengers. He stopped the boat and counted 190 passengers and crew. Wong Kwai's licence only provided for 124 passengers and seven crew.

The Commander's Questions.
The Commander: "What steps does he take to ascertain the correct number of passengers?"
Defendant: "It was holiday time and I could not stop the rush on to my boat."

The Commander: "There appears to be no control over the passengers; no idea of trying to count them or to keep them in discipline. It is the same thing on all these ferries here. The passengers rush on board and the boat goes blindly across the harbour. Consequently there are smashers. The master of a ferry must take precautions against overloading. The boats are allowed a generous complement, and if there is an excess some one must suffer for it. The passengers can be controlled by means of a gangway, and when they come on board they must be made to sit down."

Addressing defendant, he said that taking into consideration there was no previous conviction against him, that the 22nd was Coronation night and that there was a large number of people crossing from Kowloon to Hongkong, he would be fined 20 dollars. He would also warn him not to come before him again on that charge or he would inflict the maximum fine.

A NEW FEATURE.

It is proposed, with Saturday's issue, to commence the publication of legal or scientific articles as well as articles upon subjects which, it is considered, must be of great interest to the majority of our readers; and to continue such publications on each successive Saturday. The first of these articles will deal with the new shipping convention.

An article will also appear on Universal Peace, to be followed each week, by an article on the same subject.

THE CORONATION FESTIVITIES.

Committee's Thanks.

The following letter has been addressed to H.E. the Governor, by Sir Francis Piggott, chairman of the Coronation Celebrations Committee:—

Sir,—I have the honour to request your Excellency to convey to the heads of the different departments, and their officers, the thanks of the committee for their efficient co-operation during the recent celebration; to the Director of the Public Gardens for his untiring zeal in promoting the success of the fête on the first night; to the Harbour Master, for his strenuous labours which brought about the success of the fireworks and other work in the harbour on the second night; to the Director of the Public Works Department, for falling in with the general scheme of illumination, and making the Government buildings so effective a part of the display, and finally to the Captain Superintendent of Police, on whose forethought the success of such undertakings entirely depends.

P.S.—I have forgotten the Postmaster General. He helped us enormously in the difficult problem of distributing circulars, programmes, etc.

HARBOUR COLLISION.

H.M.S. "Flora" Stanchion Carried Away.

A collision which was attended by some slight damage to H.M.S. "Flora" occurred in the harbour early yesterday morning. From information that has reached us, it appears that some time between 5 and 6 a.m. a large junk ran up against the British cruiser at anchor at her buoy. By the collision a brass stanchion of the "Flora" was carried away. The junk struck the warship on the starboard, and the guard to the lifebuoy on that side of the vessel was also carried away. It does not appear that the junk sustained any damage herself, at any rate none have been reported as far as we have been able to ascertain. What contributed to the collision, we cannot state; but it seems somewhat difficult to explain when it is learnt that, at the time of the collision, the "Flora" was riding at anchor at her moorings.

POLICE COURT.

To-Day.

Before Mr. J. R. Wood and Mr. F. A. Hazeland.

Fined for Offering Bribes.
For offering a bribe of five dollars to Sanitary Inspector Taylor, the owner of a ginger factory at West Point was fined 350 dollars or in default three months' hard labour. The foki was bound over in the sum of 100 dollars to appear for judgment if called upon.

The evidence was to the effect that defendant had been ordered to remove some water containing mosquito larvae. He did not do so, and was summoned by the Sanitary Inspector, who gave evidence as to the offer of a bribe.

Returned from Banishment.
A Chinaman was sentenced to six months' imprisonment and six hours' stocks for returning from banishment.

The Monmouth.
H.M.S. Monmouth went into dry-dock yesterday for overhaul. It is not generally known that on her way south from Weihaiwei to be in Hongkong for the Coronation, the Monmouth had a breakdown in her engine-room before entering the Formosan Channel and from there steamed into port with only one engine.

GREEN ISLAND PASS.

Passage Unobstructed.

The Stanley proceeded under orders from the Harbour authorities late yesterday afternoon to locate the sunken stone junk that went down outside Green Island the other day. The steam tender went by bearings and Captain Willoughby anchored at the spot where the junk was reported to have gone down.

After dragging for two hours in the vicinity of the wreck, the Stanley came across no obstruction whatever. It is surmised that with the strong tides the junk had capsized.

The absence of any floating planks or spars in the neighbourhood leads to the conclusion that the junk is still intact, but that she is out of the way of navigation is safe to surmise, as the object of the Stanley's mission was to locate and remove any obstruction off Green Island.

SMUGGLED CONTRABAND.

The Smugglers' Methods.

The "Telegraph" Correspondent.
Canton, June 28.
H.E. Admiral Li Chun has discovered that in spite of the vigorous search instituted for contraband, a large quantity of arms and ammunition has been smuggled into the interior by anarchists. The anarchists have discovered a new method of smuggling, which escaped the attention of the water police and the naval officials, by putting the contraband in dirty holds on board clumsy boats which are either filled with stones, coal, night soil or salt fish.

Admiral Li Chun has accordingly ordered the Commanders of the various guard boats to keep a sharp look-out for these boats up the river and to follow them. Should these boats get out of sight information should be sent to the next naval station to resume the chase, until the boats have reached the destination at which they are to discharge their cargo.

SERIOUS AUTOMOBILE ACCIDENT.

Car Dashes Into a Tree.

Several Miraculous Escapes.

What nearly threatened to end in fatalities occurred on Tuesday night, or, to be precise, in the early hours of yesterday morning, near St. Paul's College, when a motor-car dashed into a big tree and violently hurled all its occupants on to the roadway. It appears that the car in question was taking three passengers, including two ladies, out for a "joy-ride" and the accident occurred while the bend in the road was being negotiated. All the occupants without exception sustained serious injuries. The chauffeur fared the worst, while in the case of one of the ladies, a number of nasty bruises were inflicted on the head and caused the victim to lose consciousness for a while. The other lady received injuries on the head and a cut on the arm. Fortunately the services of Dr. Marriott were secured. Notwithstanding the early hour of the morning, Dr. Marriott attended to the injured ladies and quickly dressed the wounds. The lady in question is at present lying in a bad state.

We believe it has been the practice among the local chauffeurs to allow passengers to display their amateur abilities at the wheel. As this is in direct contravention of the recently enacted regulations, it is to be hoped that the Police will in future exercise greater vigilance in this matter, as in the present case, the car at the time of the accident was being driven by one of the passengers. This practice, if allowed to be continued, will not only constitute a danger to the passengers themselves, but also to the public at large.

It should be mentioned that a Chinese medical man residing in the neighbourhood on hearing of the accident hurriedly tried to dress the wounds of the victims but disappeared by the time he had completed his toilet.

REUTER'S
TELEGRAMS.

LABOURITE AND KAISER.

A PARTY OFFENCE.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 4.50 p.m.

In an article in the "Socialist Review," Mr. Ramsay MacDonald, Labour M.P. for Leicester, denounces the resolutions passed by various branches of the Labour Party, condemning him for lunching with the Rt. Hon. Mr. R. B. Haldane on the 18th instant.

The resolutions, he says, were impertinent and lousy claptrap. The invitation emanated from the Kaiser, and was carefully considered by the officers of the Labour Party. Mr. MacDonald says in conclusion that one may as properly discuss Socialism with the Kaiser as with Mr. Balfour or Mr. Asquith.

CELEBRITIES AT
WINDSOR.

AFTERNOON TEA PARTY.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 12.45 a.m.

The Colonial Premiers, many Members of Parliament and ladies visited Windsor Castle yesterday afternoon on the invitation of His Majesty the King and were shown over the royal residence by Viscount Esher, the Deputy Governor of the Castle.

Tea was served in the famous Orangery.

GOLF CHAMPIONSHIP.

SECOND ROUND.

[SERVICE TO THE "TELEGRAPH."]

London, June 28, 9.30 p.m.

In the second round of the Open Golf Championship at Eastbourne, the leaders up till now are Duncan, 144, and Varion 148.

In the first round, Laveson Gower returned a score of 71.

HOME POLITICS.

THE PARLIAMENT BILL.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 8 a.m.

In the continued discussion in the House of Lords on the Parliament Bill Lord Lansdowne supported Lord Cromer's amendment, and said it was impossible for the Speaker to be absolutely impartial between the two Houses.

A joint committee was the most important, because it would establish a more intimate contact between the Lords and the Commons.

Lord Loreburn stated that the proposal constituted a greater invasion of the liberties of the House of Commons, and of the ancient usages with regard to Finance Bills, than anything that had been yet proposed.

CHINESE
TELEGRAMS.COMPULSORY
EDUCATION.

TO BE INTRODUCED.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Ministry of Education considers the best way of promoting education in China, is by the introduction of a compulsory system.

SERIOUS RIOT.

RAILWAY OFFICE
DESTROYED.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Viceroy of Hupoh has received an urgent telegram from the Tsoai of King-Li to the effect that a serious riot has broken out in K-Chang owing to the action of the Government in nationalizing the railways.

It appears that the farmers of K-Chang numbering several thousands strong proceeded to the Railway Company's Office and demanded that their money invested in the railways should be refunded. Their demand was refused and the manager was assaulted. They then demolished the company's buildings.

Over twenty soldiers have been killed.

The whole city is on strike. The Viceroy has despatched troops to maintain order.

LEASE OF PIEN-MA.

PEOPLE OPPOSED.

[SHUNG PO "SERVICE"]

Peking, June 28.

The officials and the people in Yunnan have telegraphed to the Ministry of Foreign Affairs opposing the action of the Government in leasing Pien-ma to the British Government.

REFORM BODY.

TO BE DISSOLVED.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Prince Regent fearing that undesirables might get mixed up in the Constitutional Reform Party has instructed the Body of Interior to ask the Reform Party to dissolve.

AMBAN RESIGNS.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Chinese Amban at Tibet has tendered his resignation.

BANK AMALGAMATION.

UNFAVOURABLY
RECEIVED.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Ministry of Finance has telegraphed to the viceroys and governors of the various provinces to the effect that all banks will be amalgamated with the Tai Ching Bank.

The Viceroys and Governors are not in favour of the scheme.

CHINA AND AMERICA.

PROPOSED ALLIANCE.

[SHUNG PO "SERVICE"]

Peking, June 28.

The Chinese Minister at Washington has telegraphed to Peking stating that he is strongly in favour of the proposed alliance with the United States.

ESCAPED FROM
CUSTODY.

A Point of Law.

On the 21st inst. a case came before Mr. F. A. Hazeland in which John Tatam was charged with that he "did unlawfully attempt to escape from legal custody when being conveyed from Victoria Gaol to the Supreme Court, Victoria, in the Colony, on the 10th inst." Mr. W. B. Hind at this time appeared for defendant and Mr. F. B. L. Bowley prosecuted.

Mr. Hind raised a point of law and suggested that though an attempt to escape from prison was a crime, no statute had ever been passed that made it a crime for a debtor to escape from the custody of a constable who had him in charge.

Is Escape a Crime?

Mr. Hind further followed out his contention by quoting from authorities and from the Encyclopedia of Law, which said that attempts to escape did not apply to persons in custody for debt. Mr. Hazeland said he would have to take time to consider the point. He, however, listened to the evidence, proving that defendant did escape from the custody of an Indian constable, and to his recapture.

Mr. Bowley's Statement.

Mr. Bowley stated that defendant was arrested on the 25th May, under a writ of execution issued by the Supreme Court, for this costs of a certain action. On the 29th May defendant made the usual application, supported by an affidavit, for his discharge under the provisions of the Code. An order was made and the application was fixed to be heard on the 18th June, the date on which he escaped. Further hearing of the application had been in the meantime postponed for three weeks.

The Judge's Finding.

When defendant entered the Court at noon to-day, Mr. Hazeland said, without any preface, that "With respect to the legal point raised herein, my finding is in favour of defendant, because I am of opinion that the Common Law offence of escape does not apply to prisoners in custody on civil process."

The Definition.

The definition which has been adopted in all the text books with respect to this common law offence is the one set out in Volume II of Hawkins' Pleas of the Crown, Chapter XVII, Section V. The headnote in this chapter is as follows:—"Of hindrances bringing offenders to public justice, etc." and the definition in Section V reads as follows:—"As to such offences by the party himself, without force, which seems properly to come under the notion of escapes, there is little remarkable in the books; and therefore I shall content myself with taking notice that as all persons are bound to submit themselves to the judgment of the law, and be ready to be justified by it, whoever, in any case, refuses to undergo that imprisonment which the law thinks fit to put upon him, and frees himself from it by any artifice, before such time as he is delivered by due course of law, is guilty of a high contempt, punishable with fine and imprisonment."

This word "offenders" in the headnote means a criminal offender. To make it quite clear, in Russell on Crimes, Volume I, at Page 889, where the above definition is given in practically the same language the learned author has also interpolated the words "where arrested on criminal process." The charge is therefore dismissed.

Defendant Dismissed.

Therefore, said Mr. Hazeland at the conclusion of his statement, defendant is dismissed. Questioned by Mr. Bowley, Mr. Hazeland said the dismissal applied only to the charge of attempting escaping from custody.

British Subjects in Tibet.

The "National Daily News" reports that the number of British subjects going to or residing in Tibet is now increasing daily. The total number amounts to the large figure of 13,000. An eighth of the total population of Tibet is now British.

LATE TELEGRAMS.

Doctors and the Plague.

Peking, June 28.—Drs. W. U. Graham Aspland, A. R. Young and Stenhouse have been decorated with the Double Dragon of third order, in recognition of their services in connexion with the plague.—"N. C. D. News."

Insurance Monopoly in Italy. New York, June 13th.—Foreign insurance companies have filed a protest with the Italian Government against its scheme to take over the insurance business as a Government monopoly.—"Nagasaki Press."

Fatal Bicycle Accident.

Ipoth, June 19th.—About 9 p.m. on Saturday, Mr. Aeria was walking with his female relatives near the Rest House at Batu Gajah when a bicycle ridden by a Malay, having no lamp, came at full speed down the Changkat-rd., knocking Mr. Aeria down. The Malay ran away but has since been identified.

Mr. Aeria was unconscious and died about 11 p.m. from what is supposed to be concussion of the brain.—"Singapore Free Press."

Flying at Kuala Lumpur.

Kuala Lumpur, June 19.—Mr. Kuller made a fine flight on Sunday over the Race Course at a height of 1,000 feet. It is the best performance he has made outside the Dutch Colonies. The people in town had a splendid view of the monoplane's flight. Kuller vol-planned from the highest altitude to the ground.

The aviator proceeds to Ipoh to-day.—"Singapore Free Press."

The Bombay University Senate.

Calcutta, June 14.—At the next meeting of the Bombay University Senate a motion will be considered recommending the Senate to cancel the degree of B.A. conferred on Krisnaji Gopal Karve, Vinayaka Damodar Savarkar and Vishnu Mahadev Bharti, who were convicted and sentenced in the Nanki murder and conspiracy cases.—"Ceylon Independent."

The Hindu-Muslim Riots.

Calcutta, June 13.—The trial of the six Mohammedans who are charged with the murder of a Hindu in connection with the recent riots, commenced at the Khulna Sessions to-day.—"Ceylon Independent."

The Indo-British Telegram Service.

Calcutta, June 11.—The deferred rate for telegrams exchanged between England and India will probably be introduced next month, the messages being liable to a delay of 24 hours. The Ceylon Government has agreed to join. The sanction of the Secretary of State is awaited, which ought to be given very shortly.—"Ceylon Independent."

Sad Boating Fatality at Cawnpore.

Calcutta, June 12.—A picnic party of twenty Europeans met with a boating accident at Cawnpore on Saturday night, resulting in three persons being drowned. The rest were rescued by boatmen.—"Ceylon Independent."

REVISING THE
ORDINANCES.

This morning the Chief Justice, Sir Francis Piggott, was able to inform our representative that the task of revising the ordinances of the Colony was well in hand. It will be remembered that the learned judge was appointed by the Legislative Council to carry out this most important and necessary work.

His Lordship, who was busily engaged in the revision when our representative called, said that he had got well into the second volume and that the work was progressing quickly. However, though he was at work on the second book, it was not at present decided where the first should end.

The exact point which His Lordship has reached is the end of the year 1896.

Mr. W. B. Kerr.—Mun's inability to understand woman may be due in part to the fact that there are so many varieties of her. Rev. T. Jamieson.—Refusals are wonderful indexes of character.

LOOKING AHEAD.

At Canton.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, June 28.

The Ministry of Foreign Affairs has sent an urgent telegram to the Canton Viceroy to the effect that the Diplomatic Body at Peking has made an open demand for the despatch of cruisers and gunboats to Canton for the protection of the lives and properties of foreigners in case a second rising should break out.

The Ministry asks His Excellency to think of the meaning of the demand, and of its effect on China. As a preventative against the cropping up of diplomatic questions involving China in the payment of compensation or indemnities, His Excellency should, in the opinion of the Ministry, take every precaution against another outbreak and instruct his junior officials to give proper protection to foreigners.

LOOK-OUT TOWERS.

To be Erected at Canton.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, June 28.

H.E. Lung Chai Kwong, Commander-in-Chief of the Kwang-si forces, stationed in Canton since the revolt, has discovered the lack of posts on the northern, eastern and western parts of the city, and has suggested to the Viceroy the building of three look-out towers along the eastern, the same number along the western and one on the northern outskirts of the city.

Each of the towers is to be garrisoned by eighty soldiers, and in case of emergency they can transmit signals and work co-operatively. His Excellency the Viceroy is strongly in favour of this suggestion and will soon have sites selected for the construction of these towers.

EXPOSIVE SHELLS
EXPERIMENT.

The British naval authorities at Portsmouth have been making some important experiments to determine the effect of high explosive shells fired by a warship at a submerged submarine. For this purpose it was decided to utilize the ill-fated submarine A1 as a target, this being the vessel that sank with her entire crew seven years ago off the Isle of Wight. Since her salvage she has been used as an instructional vessel, and only recently was raised out of the service. A week or two ago she was towed out to the Nab, near the scene of the 1904 disaster, sunk by means of weights to a depth of a dozen feet, and then fired at by a torpedo gunboat, in the presence of a staff drawn from the Vernon torpedo and Excellent gunnery schools. The result was satisfactory to the gunners, in a sense, for a few shells sufficed to send the submarine to the bottom; but now the problem is to raise her again so as to see the effect of the shell fire upon her hull, and the difficulties of salvage are admitted to be considerable.

Presentation to Mr. Tisdall.

We offer our congratulations to Mr. Tisdall, manager of the Russo-Asiatische Bank in Hongkong, who has just received from His Majesty the Emperor of Russia a gold ring bearing the arms of the Emperor set in diamonds. The ring has been handed to him by the Russian Consul. The gift has been made in recognition of Mr. Tisdall's services in the Bank for more than eleven years. Mr. Tisdall has been in Hongkong about a year, and has also been in charge of other branches of the bank in the Far East. During the Russo-Japanese war he was in Newchwang.

Mrs. Campbell Dauncey.—When a nation is healthy it can no more remain stationary in the matter of dress than it can in the matter of locomotion or means of communication. Bishop of London.—It is the temperance workers of the last 30 years who have altered the tone of the whole nation. Prof. Muirhead.—The problem of poverty can only be solved by the organisation of industry on a new principle.

YOU

CAN ALWAYS GET THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED,

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.

Today's
AdvertisementsTHE
HIPPODROME

CIRCUS

AND

MENAGERIE.

Location:—CAUSEWAY BAY.

Under a Specially Constructed
MAT SHED.GRAND OPENING NIGHT!
July 4th, 1911.

Doors Open at 8 p.m. Overture 9.15.

25 FIRST-CLASS ARTISTS-25

Including the latest and most expensive
ANIMAL ACT
ever brought to the East.

THE LIONS! THE LIONS!

Introduced by

G. URBAN,

Prince of Animal Trainers.

NEARLY EVERY ARTIST NEW
TO HONGKONG.Watch Hand-Bills for Further
Announcements.

Hongkong, 29th June, 1911. [1236]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL,
HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies'

TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth,
Canton Silk and Laces, &c., &c.
Hongkong, 2nd January, 1911. 815

Killed by Wild Animals?

Recently we have heard a great deal about the presence of wild animals in the Colony and of the damage they have done. Another case on the same subject has been notified to the Police. Cheong Kow, a farmer residing at Pui Ho, Lantau, says that in the earlier part of this week some wild animals have seized two of his bullocks and killed them. Since then he has reported the death of two more bullocks and has said that others were damaged, being badly injured on the neck and forequarters.

Hongkong, 29th June, 1911. [1237]

QUEEN ANNE

was reigning over England 200 years ago when Martell's

Brandy was first put on the Market.

Martell's Brandy is the most popular Brandy

on the Market now, and is used by Hospitals and Clubs in

preference to other Brands.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Contract as to the Naval, Military and Civil Hospital.

Hongkong, 29th June, 1911.



Note our Price \$12.00 per case containing 4 cases quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [34]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 1st May, 1911. [1023]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING AND

ENLARGING.

10, Queen's Road. [863]

Today's

Advertisements

Regular Steamship Service

to New York,

via PORTS and SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

Proposed Sailing from Hongkong.

FOR LONDON AND NEW YORK.

S.S. "LOVAT" ... (Sailing on or about 7th July).

For Freight and further information,

apply to

DODWELL & CO., LTD.

Hongkong, 29th June, 1911. [1237]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.
"EMPEROR OF INDIA" Satur., July 1. "EMPEROR OF IRELAND" Fri., July 28.
"EMPEROR OF JAPAN" Satur., July 22. "ALLAN LINE" Fri., Aug. 18.
"EMPEROR OF CHINA" Satur., Aug. 12. "EMPEROR OF BRITAIN" Fri., Sept. 8.
"EMPEROR OF INDIA" Satur., Sept. 2. "ALLAN LINE" Fri., Sept. 25.
"EMPEROR OF JAPAN" Satur., Sept. 23. "EMPEROR OF IRELAND" Fri., Oct. 20.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" "Empress" will depart from Hongkong at 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48. Via New York.....£46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI v. SWATOW, CHOY SANG, Thursday, 29th June, 4 p.m.
TIEN TSIEN v. SWATOW, CHEONG SHING, Friday, 30th June, 4 p.m.
& CHEONG SHING, Friday, 30th June, 4 p.m.
MANILA, LOONGSANG, Saturday, 1st July, 2 p.m.
SINGAPORE, PENANG, LAISANG, Saturday, 1st July, Noon.
& CALCUTTA, LAISANG, Saturday, 1st July, Noon.
MANILA, YUENSANG, Saturday, 8th July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang" "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified chef is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uluken, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.

Hongkong, 28th June, 1911. [8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUERIO"	6,400	J. Mathie.....	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Ortorio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 20th May, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijlapij	JAVA	1st half July	JAVA	1st half July
Tijlbodas	JAVA	1st half July	SHANGHAI	1st half July
Tijltroem	JAPAN	1st half July	JAVA	1st half July
Tijlwong	JAVA	2nd half July	SHANGHAI	2nd half July
Tijlmahl	JAVA	2nd half July	JAVA	2nd half July
Tijlpapas	JAPAN	2nd half July	JAVA	2nd half July
Tijlkini	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. York Buildings. [974]

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID... HITACHI MARU, Capt. T. Yamawaki, Tons 7,000, SUNDAY, 9th July, at Daylight.
MIYASAKI MARU, Capt. T. Mami, T. 2,000, WEDNESDAY, 19th July, at Daylight.

VICTORIA, B.C., & SEATTLE... KAMAKURA MARU, Capt. B. Kon, Tons 7,000, SATURDAY, 15th July, from KOBE

VICTORIA, B.C., & SEATTLE via KESUNO, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA... TAMBA MARU, Capt. K. Noda, Tons 7,000, TUESDAY, 18th July, at 4 p.m.
AWA MARU, Capt. Iizawa, Tons 7,000, TUESDAY, 15th Aug., at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE... NIKKO MARU, Capt. M. Yagi, Tons 6,000, FRIDAY, 7th July, at Noon.
KUMANO MARU, Capt. M. Winkler, Tons 7,000, FRIDAY, 4th Aug., at Noon.

KOBÉ and YOKO... IYO MARU, Capt. R. Takeda, T. 7,000, THURSDAY, 6th July, a.m.

KOBÉ and YOKO... KUMANO MARU, Capt. M. Winkler, Tons 6,000, TUESDAY, 1st July, at Noon.

SHANGHAI & KOBÉ... COLOMBO MARU, Capt. Sitar, Tons 6,000, WEDNESDAY, 6th August.

BOMBAY via SINGAPORE & COLOMBO... BOMBAY MARU, Capt. J. Turanki, Tons 5,000, TUESDAY, 11th July.

† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Cluster Road.

T. KUSUMOTO, Manager. [5]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To Sail.

SWATOW, TIENTSIN, WHE... NANCHANG... 30th June, 4 p.m.
SHANGHAI... SHINJUA... 1st July, Noon.
HAI PHONG... BUNGKIANG... 2nd " Noon.
MANILA, CEBU & ILOILO... TEAN... 4th " 4 p.m.
SHANGHAI... ANHUI... 6th " 4 p.m.
TIENTSIN... HUICHOW... 8th " 4 p.m.
MANILA, CEBU & ILOILO... KALPONG... 11th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation and ships, electric fans fitted; extra state-rooms on deck, aft, saloon accommodation of a "Knifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohama, Linan, Chinkua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.
For Freight or Passage apply to

Butterfield & Swire. [9]

Telephone No. 38. Hongkong, 29th June, 1911.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and to New York.

Loading cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Spezia 1st July S.S. Silos 12th July S.S. Ambri 28th July S.S. Alesia 9th Aug. S.S. Senegambia 25th Aug. S.S. Suevia 8th Sept.	For Havre & Hamburg: "Slayonia" 8th July For Rotterdam & Hamburg: S.S. "Brasilia" 9th July For Havre & Hamburg: S.S. "Spezia" 6th Aug. For Rotterdam & Hamburg: S.S. "Brigavia" 7th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong, 24th June, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	1000	M. C. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 30th June, 4 p.m.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO
GENERAL MANAGERS.

Hongkong, 21st June, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
-----	-----------	---------	------	---------

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vieux Road.

Telephone 118.

Hongkong, 12th June, 1911. [1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	—	Saturday, July 8.
EMPIRE	—	July 22.
ST. ALBANS	—	Aug. 19.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [967]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Chiyo Maru	21,000	W. W. Greene	Friday, June 30, Noon
America Maru	11,000	A. G. Stevens	Friday, July 21, Noon
Tenyo Maru	21,000	E. Bent	Friday, July 28, Noon
Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon

† Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 30th June, at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

Only Regular Direct Service to Mexican Peruvian and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Kiyo Maru	17,200	H. Nish	Tuesday, Aug. 16, Noon
Buyo Maru	10,500	R. Hashimoto	Saturday, Oct. 14, Noon

For Further Particulars as to Passengers and Freight, apply to
K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier)

COMMERCIAL.

Japanese Tariff.

Further business has been done in London in connection with the new Japanese tariff which comes into operation on July 17, and there is a tendency on the part of underwriters to advance the rates. Fifteen guineas per cent. was paid on merchandise by some of Messrs. Holt's regular steamers (the Blue Funnel Line), which are en route for Japan with only a week or so to spare.

The Trade of Java.

The report by the British Consul at Batavia on the trade of Java says the year 1910 has been a most interesting one for the rubber industry in Java, as the oldest of the hevea plantations have now reached the productive stage. Little actual tapping has been done, but some half-dozen estates have made a commencement. Figures as to yield per tree are not yet available, but the results obtained has been highly satisfactory, both as regards yield of latex and percentage of dry rubber. The Netherland Indian Agricultural Syndicate has endeavored to collect statistics as to the area planted with rubber in Java, and has arrived at a total of 157 estates, with an area of 85,000 acres of planted rubber, principally hevea brasiliensis. These figures are, however, recognised as incomplete. An interesting feature in connection with the rubber industry has been the establishment in Java in 1910 of British firm of rubber engineers, who are constructing a large number of temporary and permanent rubber factories.

Solangor Gaming Farm.

The tenders for the Solangor gaming farm for the next half year will be opened shortly, and it is anticipated that there will be a big increase in the figures over the present rates in view of the prosperity of the planting and mining industries.

Straits Imports and Exports

The official return of the imports and exports for the first quarter of this year (ending March 31) is to hand and shows substantial increase over the business of the corresponding period of 1910. The total value of the imports in the first quarter of 1911 was—Singapore \$62,223,120, Penang \$26,007,110, Malacca \$1,794,075, total \$90,031,305 (£10,579,836) against a total of \$80,497,778 (£9,391,407) in the first quarter of 1910, an increase of \$9,533,527 (£1,188,429). The total value of exports for the first quarter of this year was: Singapore \$50,455,820, Penang \$25,970,056, Malacca \$1,772,020, total \$78,197,896 (£9,475,159) against a total of \$71,251,500 (£8,312,681) in the corresponding period of 1910, an increase of \$6,946,396 (£810,478).

Manchurian Trade.

The Bean Market.

The Local Bean Market revived 3 sen and to Y3.80.

Beans of finer quality quoted Y3.97.

Local, Train as well as Rimmed Bean Cake remained stationary at Y1.41, Y1.40 and Y1.45 respectively.

A contract deal for 1,000 cakes was closed at Y1.42.

Bean Oil rose to Y11.80.

A Contract deal for 500 cases for delivery in July was closed at Y12.

Quotations on principal staple produce, on June 16:—

Yinkoi	
Beans (per 100 kin)	S. Y 3.77
Bean Cake (per piece)	1.38
S. Y100—Y113 in s.s.c.	
Mukden	
Beans (per 0.1 koku) s.s.c. Y	4.03
Bean Cake	1.38
Bean Oil (per 100 kin)	12.83
Kalyuan	
Beans (per 100 kin)	S. Y 3.41
Bean Cake (per piece)	1.24
Bean Oil	11.15
Supungchich	
Beans (per 0.1 koku) s.s.c. Y	1.28
Changchun	
Beans (per 0.1 koku)	S. Y 1.08
Bean Cake	1.15
Bean Oil	12.15
(s.s.c. stands for small silver coin.)	

LOG BOOK.

New Steamship Company.

The prospectus of the Chinese Steamship Company, Limited, shows that the company whose authorised capital is Rs. 23,10,000 divided into 154,000 ordinary shares of Rs. 15 each has as directors the Hon. Mr. Lim Chin Tsong, Messrs. Chan Mah Phee, Tan Kim Chay, Yoo Eng Buan, Teoh Eng Hock, Yoo Chew Kow, Tan Chin Too, Saw Siow Peng, Law Siow Kwee, Lee Teow Poo, Lee Kung Siow, Chan Seong Wan, Pui Beng Tong and Lim Ew Chee. The managing agents are Messrs. Lim Soo Hean and Company, 47-50 China Street, Rangoon. This company has been formed to purchase as a going concern the well known business of the Seang Line of steamers carried on for many years by the Hon. Mr. Lim Chin Tsong, under the firm and style of Seang Tak and Company. The Seang line of steamers are to well known to the Chinese travellers to need any description, consisting as they do of the best equipped and most comfortable steamers running between the ports of Rangoon, Penang, Singapore, Hongkong, Swatow and Amoy. The steamers Seang Choon and Seang Bee were acquired within the last year or so from the Bibby line and are fitted with all the modern needs of the Chinese travelling public. The steamer Seang Ann which was formerly the Glenogle was a ten clipper and has lately undergone extensive repairs for modern requirements. An agreement has been entered into between the Hon. Mr. Lim Chin Tsong as vendor and the company as purchasers for the Seang Line as a going concern at the price of Rs. 18,00,000 to be paid as follows: 54,000 fully paid up shares of the company of the value of Rs. 15 each, Rs. 8,10,000; and the balance Rs. 9,90,000 in cash by instalments, which are to be fixed between the parties to the agreement, 1,00,000 ordinary shares of the value of Rs. 15 each are now offered to the public for subscription. The prospectus states that the shares now offered are fully subscribed. It also gives detailed figures showing the receipts, expenditure and profits on voyage made by the Seang Bee. There will be a working capital of Rs. 4,50,000 in hand, after paying the purchase price of the steamers. The subscription list is now open.—"Rangoon Times."

Lloyd's Scholarships.
The general committee of Lloyd's Register of Shipping have decided to institute three scholarships in naval architecture to be available at the University of Liverpool. The value of each scholarship is £50 a year, available for three years, and one will be provided annually. The first of the three will come into operation this year, and will be awarded on the result of an entrance scholarship examination which, it is understood, will be held in September next. The conditions laid down for these scholarships will be the same as for those previously given, and will include the provision that competitors must satisfy the society as to their knowledge of practical shipbuilding.

Dredging the Liao.
The Consular Body of Newchwang has agreed to the plans proposed by the Chinese authorities for the execution of the dredging programme in the Liao River. The draft plans will be presented by its members to their respective governments.

Strong Tides.
It has been noticed during the last few months, says "Leading Light," that the tides in the vicinity of the Taichow Islands, the rocks on which the P.M. steamer Asia went ashore, have been very unusual in character. One of the China Navigation steamers that recently passed the spot found herself set in, after making allowances for changes of spring, a distance of sixteen miles.

Intimations

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR"
COLLAR

\$5.00 per doz.

In all depths from 14 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL,
LIMITED.28, Queen's Road.
Hongkong, 15th June, 1911. [1048]PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 min.

SUNDAYS.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.

DRAGON CYCLE
DEPOT,
ELECTRICIANS.

Steam, Oil, Gas and Motor-Engineers
and
Rickshaw Builders.

REPAIRS TO
Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery.

'PHONE 482.
No 63, Des Voeux Road Central
Managing Proprietor:
C. LAURITSEN.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.
50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.
TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.
Telephone 441.
GRAVING DOCK
787 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in 2 3-4 hours.
THREE PATENT SLIPWAYS taking vessels up to 8,000 tons displacement, providing conditions for painting ships with most efficient result.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN.

Mails.

PAN INSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP.	WERP V. S'PONG.	FRIDAY, 30th June.	Freight only.
PERANG, C'PANG, PORT SAID AND MAERSELA.	CAYLON.	Capt. A. E. A. Baker.	30th June.
SHANGHAI.	SYRIA.	Capt. D. C. G. G. G.	Daylight.
MOJI, KOBE & YOKOHAMA.	DELTA.	Capt. E. P. Martin, R.N.	8th July.
SHANGHAI.	ASSAYE.	Capt. G. W. Cockman.	6th July.
LO' D'N, VIA USUAL PORTS OF CALL.	DELTA.	Capt. E. P. Martin, R.N.	8th July.
LONDON & ANTWERP.	WERP V. S'PONG.	FRIDAY, 30th June.	Freight and Passage.
PERANG, C'PANG, PORT SAID AND MAERSELA.	CAYLON.	Capt. A. E. A. Baker.	30th June.
SHANGHAI.	SYRIA.	Capt. D. C. G. G. G.	Daylight.
MOJI, KOBE & YOKOHAMA.	DELTA.	Capt. E. P. Martin, R.N.	8th July.
SHANGHAI.	ASSAYE.	Capt. G. W. Cockman.	6th July.
LO' D'N, VIA USUAL PORTS OF CALL.	DELTA.	Capt. E. P. Martin, R.N.	8th July.
LONDON & ANTWERP.	WERP V. S'PONG.	FRIDAY, 30th June.	Freight and Passage.
PERANG, C'PANG, PORT SAID AND MAERSELA.	CAYLON.	Capt. A. E. A. Baker.	30th June.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 29th June, 1911.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"Yonck".....17,000	WEDNESDAY, 12th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	"Lutzow".....17,900	WEDNESDAY, 12th July, at Noon.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE.	"Prinz Sigismund".....0,000	SATURDAY, 15th July, at 4 p.m.
KUDAT & SANDAKAN.	"Bonnie".....5,050	Middle of July.

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 29th June, 1911.

IF YOU WANT
A REALLY GOOD AND WHOLESOME
TABLEWATER

ASK FOR
MATTONI'S GIESSHUEBLER!
Ask your Doctor about it.

SOLE AGENTS:
BUME & REIF,
9, ICE HOUSE STREET.
Tel. No. 264.
Hongkong, 16th May, 1911.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD
Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Hatching.	Capt. W. C. Passmore.	FRIDAY, 30th June, at 11 a.m.
Haimun.	Capt. J. W. Evans.	SUNDAY, 2nd July, at 10 a.m.
Haitan.	Capt. J. S. R. R.	FRIDAY, 7th July, at 11 a.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

[957]

Consignees

"ZEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ,"
FROM ANTWERP, LEITH,
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 29th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd June, 1911. [1224]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ CANAL.

THE Steamship

"INDRADEO"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd prox. at 6 p.m., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, 1st prox., at 10.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 26th June, 1911. [1280]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th of July, at 8.30 a.m.

All claims must reach us before the 8th of July, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE STEAMER BRINGS CARGO:
Ex s.s. "Barbarigo" from Venice.
NORDDEUTSCHER LLOYD
MELCHERS & CO.,
General Agents.
Hongkong, 27th June, 1911. [7]

To Sail

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APOAR"

Captain S. H. Nelson, will be despatched for the above ports on FRIDAY, the 30th inst., at Daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
For Freight or Passage, apply to
DAVID BARBOON & CO. LD.
Agents.
Hongkong, 28th June, 1911. [1222]

To Sail

The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, CHINA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER., BANGALORE, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA"

Captain E. P. Martin, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 8th July, 1911.

At Noon, taking passengers and Cargo in connection with the Company's s.s. "Mannara," 10,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bulk and Valuables, all cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 20th August, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th June, 1911. [4]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain Cochrane, will be despatched as above about 11th prox.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
Agents.
Hongkong, 17th June, 1911. [1200]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO
General Managers.
Hongkong, 16th Aug. 1910. [84]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

No. 1, Queen's Road East, HONGKONG.
29th April, 1911. [1095]

WING KEE & CO.

47-49, Connaught Rd.

HU CHANDLERS, PROVISION & COAL MERCHANTS.

Hongkong, 28th May, 1911. [990]

GRANITE & MARBLE

Monuments

Repairs & Cleaning Undertaken.

WREATHS. [874]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 509.

Hongkong, 2nd June, 1911. [78]

LIKIN.

The overlasting question of likin has recently been occupying the attention of the Shanghai Chamber of Commerce, which has collected a very large amount of information on the subject and proposes to bring this information, together with various suggestions and recommendations, before the notice of the Government in order that changes in the collection may be made. The likin tax is quite a modern one, but it is so firmly established that it is difficult to get any changes made in the mode of its collection or in any other particular, but the coming of the railways has made it absolutely essential that something should be done. At the present time the work of the railways is seriously handicapped by the likin charges. The railways do not object to the imposition of likin on the goods they carry, but they find fault with the inconvenient way in which the charge is collected and they also complain that goods carried by boat are allowed a rebate which enables the boat traffic to compete unfairly with that of the railways. In order to meet this difficulty, and also to remove other anomalies, the Chamber of Commerce is considering a scheme whereby the merchants shall offer a lump sum for each branch of business in lieu of the numerous petty levies made at the present time, this provision to apply equally to boat and rail traffic. This will at any rate put the two on an equal basis, but it remains to be seen whether it will commend itself to the likin authorities or not. In any case nothing but good can come from a free ventilation of the subject.—"The National Review."

VESSELS IN PORT.

STAMERS.

Anglin, Ger. s.s., 1,005, Chr. Kumpel, 19th June—Bangkok 11th June, Rio—B. & S.

Bacophalus, Br. s.s., 1,146, Caravelle, 23th June—Singapore 22nd June, Gen.—China.

Chiyo Maru, Jap. s.s., 7,250, W. W. Green, 20th June—San Francisco, 24th May, Mails and Gen.—T. K. K.

Empress of India, Br. s.s., 8,040, E. Douthett, 22nd June—Yankee 31st May and Shanghai 20th June, Mails and Gen.—C. P. R. Co.

Fallo of Monte, Br. s.s., G. H. Pike, 19th June—San Francisco 19th June, Mails and Gen.—S. O. Co.

Gregory Apsar, Br. s.s., 2,061, S. H. Bolton, 20th June—Calcutta 11th June, 17th and Singapore 20th June, Gen.—D. S. & Co., Ltd.

Hatchling, Br. s.s., 1,247, W. O. Passmore, 28th June—Swatow 27th June, Gen.—D. L. & Co.

Hudson Maru, Jap. s.s., 2,226, Tozawa, 28th June—Moji 22nd June, Coal—A. & Co.

Lai Sang, Br. s.s., 2,225, E. J. Tadd, 23rd June—Singapore 17th June, Gen.—J. M. & Co.

Loong Sang, Br. s.s., 1,091, C. W. G. Leach, 27th June—Manila 24th June, Gen.—J. M. & Co.

Luis R. Jangoo, Am. s.s., 200, Tiongson, 24th June—Manila 20th May, Sugar—R. Bass.

Marie, Ger. s.s., 1,109, Schickler, 23rd June—Saigon 19th June, Rice—J. & Co.

Nanchang, Br. s.s., 1,063, R. Robertson, 27th June—Canton 26th June, Gen.—B. & S.

Phranang, Ger. s.s., 1,021, Mangelsdorf, 20th June—Bangkok 16th and Swatow 25th June, Rice—B. & S.

Rajah, Ger. s.s., 1,275, H. O. Peher, 24th June—Rangoon (Samarak) 18th June, Timber—B. & S.

Rajabari, Br. s.s., 1,189, O. Wolff, 24th June—Bangkok 16th June, Rice and Teakwood—B. & S.

Rizal, Br. s.s., 2,744, J. Henning, 22nd June—Manila 18th June, Ballast—Order.

Shinab Maru, Jap. s.s., 3,178, K. Iyumi, 27th June—Moji 21st June, Gen.—A. & Co.

Tilatjap, Dutch s.s., 2,470, A. W. L. Rooy, 2th June—Java 14th and Swatow 23rd June, Sugar—J. O. J. L.

Trocar, Nor. s.s., 2,537, H. Miller, 26th June—From Tarakan Liquid Fuel—A. P. & Co.

Zafro, Br. s.s., 1,408, M. O. Smith, 27th June—Manila 24th June, Gen.—S. T. & Co.

COMMERCIAL.

EXCHANGE.

Selling.

London—Bank T.T.1/9 9/10

Do. Demand1/9 9/10

Do. 4 months' sight....1/9 13/16

France—Bank T.T.2/27 1/2

America—Bank T.T.4/3 1/2

Germany—Bank T.T.1/8 1/2

India T.T.1/8 1/2

Do. Demand1/8 1/2

Shanghai—Bank T.T.7/4 1/2

Sang—Bank T.T. per H.K. \$100 77

Japan—Bank T.T.8/4 1/2

Java—Bank T.T.10/8 1/2

Buying.

4 months' sight L/C.1/9 15/16

6 months' sight L/C.1/10 11/16

80 days' sight San Fco & N. York 11 1/2

4 months' sight do.4 1/2

80 days' sight Sydney & Melbourne1/10 13/16

4 months' sight France2/27 1/2

6 months' sight do.2/28 1/2

80 days' sight Germany1/8 1/2

Bar Silver24 1/2

Bank of England note3 %

Sovereign\$11

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Per s.s. Taisun with the Siberian Mail is due to arrive here on Sunday, the 2nd proximo.

A Mail will close for:—

Swatow Amoy and Foochow—Per Hatchling, 30th June, 10 a.m.

Shanghai, Kobe and Moji—Per G. Apsar, 30th June, 10 a.m.

Koolung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per Chiyo-maru, 30th June, 11 a.m.

Macao—Per Sui Tai, 30th June, 1.15 p.m.

Manila, Cebu and Iloilo—Per Zafro, 30th June, 3 p.m.

Swatow, Chooan and Tientsin—Per Cheongshing, 30th June, 3 p.m.

Swatow, Tientsin, Wai-hai-wei, Chooan and Newchwang—Per Nanchang, 30th June, 3 p.m.

Swatow and Singapore—Per Rajabari, 30th June, 5 p.m.

Singapore, Penang, and Calcutta—Per Laisang, 1st July, 11 a.m.

Manila, Cebu and Iloilo—Per Loong Sang, 1st July, 1 p.m.

Macao—Per Sui Tai, 1st July, 1.15 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) (Siberian Mail to Europe)—Per Empress of India, 1st July, 5 p.m.

Shanghai—Per Chinhua, 1st July, 5 p.m.

Swatow, Amoy and Foochow—Per Hailan, 7th July, 10 a.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

Manila, Cebu and Iloilo—Per Tean, 4th July, 2 p.m.

SHIPPING NEWS.

MAIL DUE.

Pacific (Mongolia) 7th prox.

The M. & Co.'s s.s. Buclow which left here on the 1st inst., 10 a.m. arrived at Genoa on the 28th inst., 6 a.m.

ARRIVALS.

Phum Penh, Br. s.s., 1,005, C. E. Page, 28th June—Saigon 28th June and Gen.—Wo Fat Sing.

Chinhua, Br. s.s., 1,349, Benson, 29th June—Shanghai 25th June, Gen.—B. & S.

Devatongso, Ger. s.s., 1,059, E. Gathmann, 29th June—Bangkok 20th June, Rice and Meal—B. & S.

Hanyang, Br. s.s., 1,207, G. J. Spink, 29th June—Newchwang 21st June, Beans and Oil—B. & S.

Eclipse, Br. s.s., 1,349, Benson, 29th June—Shanghai 25th June, Gen.—B. & S.

Ceylon, Br. s.s., 2,637, A. E. A. Bak, 29th June—Yokohama 15th June, Silt and Tea—P. & O. S. N. Co.

Daigi Maru, Jap. s.s., 816, H. Murayama, 29th June—Swatow 24th June, Gen.—O. F. K.

Sungking, Br. s.s., 987, Matthias, 29th June—Haiphong 27th June, Gen.—B. & S.

Childar, Br. s.s., 1,102, H. Nickson, 29th June—Bangkok 21st and Swatow 2th June, Gen.—T. & Co.

CLEARANCES AT THE HARBOR OFFICE.

Sho-hu-maru, for Swatow.

Choyang, for Swatow.

Hongkong, for H. show.

Chinhua, for Canton.

Phranang, for Hailan.

Linan, for Shanghai.

Yanyang, for Canton.

Landrat Schell, for Bangkok.

Gregory Apsar, for Shanghai.

Ceylon, for Singapore.

Trocar, for Tarakan.

DEPARTED.

June 29.

P. E. Friedl, for Singapore.

Soshu-maru, for Amoy.

Pathin, for Singapore.

Hain Chang, for Canton.

Choyang, for Shanghai.

Linan, for Shanghai.

Hongkong, for Haiphong.

Signal, for Singapore.

Landrat Schell, for Bangkok.

Nelson, for Shanghai.

PASSENGERS ARRIVED.

Per Chinhua, arrived 23th June, from Shanghai:—

Vassey, Miss No. 4, Dr.

McKenna, Capt. Pitt

Per Ceylon, arrived 23th June, from Yokohama:—

Moor, H. Walke, P.

PASSENGERS DEPARTED.

Per Print: Elot Friedl, sailed on 29th June, for Singapore, &c.:—

Abraham, J. M. Madras

Ang, A. Ng King Yang

Bulu, R. J. H. Nettleton

Beck, Mrs. Nadel, M.

Cho Shan Shing Nansen, J.

Cheng Cho Parker, R. H.

Cameron, J. Smith, A. Findlay

Doi Savi Kang Stall, V. de

Duyell, C. Schaefer, Mrs. & Miss

Griffith, T. E. Schmitt, R.

Holt, W. H. Tse Chak Hin

Ho Kye Cheung To Tak

Ho On Pong Tan Tong Loo

Ho On Pong Tang Kwan, Mr. and Mrs.

Joannesson, Dr. Kwang Lit Son

Ko'm Wong Yow Hang

Lo Sum Chuen Woo Yow Kang

Lo Fat Tung Wallace, H. H.

Minnell, Mr. and Wacke, A.

Mrs. O. J. Yee Chop Leang

Meyers, J. G. Young Sam

SHIPS PASSED THE CANAL.

2nd June—Bellerophon, Beneloch, Benlrig, Danelion, Kabings, Palm, Patras, Faxonia, Syria, Tomanne, Indrades. 6th June—Oardigashire, Libori, Nippon, Patras, Villa de la Ciotat. 9th June—Aki Maru, Indrades, Kanagawa Maru, Prometheus. 18th June—Baron Ardrossan, Memnon, Montrose. 10th June—Australia, Katana, Nore, Silesia, Telmon, Wray Castle. 20th June—Agamemnon, Australia, Denawere, Lutzw, Perora, Sicilia, Baron Droscoe. 27th June—Ambria, Arm and Poler, Atysanx, Bu'on, Carmartheash, Phatshiro, Hirano Maru, Jason, Melan, Schip, Mishima Maru, Yarru Noke.

Arrivals at Home—2nd June—Kinook, Fina Lodwig. 6th June—Glasgow. 9th June—Senejambie, Tourane. 13th June—Idome sis, Patras, Nore's. 16th June—Aki Maru. 20th June—Glasgow. 26th June—Australia. 27th June—Memnon, Perora, Tramp, &c.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

GRAND HOTEL.

Telephone 197.

MANAGEMENT & COUSINE UNDER EUROPEAN MANAGEMENT.

857] F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

L. GAMEAU, Proprietor.

Telephone, 170

N. BLUMENTHAL, Manager.

Telegram: "Astor."

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

Hongkong, 18th April, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,

near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

HOTEL VISITORS.

HONGKONG HOTEL.

Apsar, Mrs. E. M. Hirst, H.

A. Howat, Hon. Mr.

Bauer, Mr. & Mrs. and Mrs. E. A.

Begeman, E. H. Hoogh, Dr. S.

Blanch, N. F. Innes, Capt. R.

Buckley, W. Joseph, R. M.

Campbell, Mr. and Julien, E. O.

Mrs. Logan, M. H.

Chilre, P. T. Marriott, Dr. O.

Clarke, D. E. McGarity, Mrs. F.

Clarke, W. E. McLean, Mr. and

Davidson, N. K. Mrs.

Dernham, Mr. and Mitchelmore, E. V.

Mrs. Moulder, Mr. and

D'Oettingen, V. Mrs. A. B.

Drow, W. C. North, W.

Eames, E. J. W. Nye, P. H.

Eddy, Capt. G. W. Ojas, F.

Edgar, Capt. Gario, Mr. and

Ehrenfels, Mr. and Mrs.

Mrs. H. O. Parks, J. L.

Eugelbrecht, Pond, Ernst H.

Esrom, F. Pink, H.

Evans, G. H. Prichard, A. T.

Everett, Dr. W. Ray, E. H.

Fisher, H. G. Ramary, Mr.

Forrester, J. Solomon, H. H.

Fraser, W. D. Spalding, Dr. and

Fuller, Donnan Mrs. A. D.

Gaulbourn, V. Spitzler, J.

Gratams, D. M. G. Squire, Miss W.

Gronjohann, W. Steiner, Lt. and

Hall, Capt. T. P. Mrs. C. E.

Hamilton, J. O. Taylor, J. W.

Hansen, T. F. Waterman, E. J.

Harrison, A. Wolfson, C. J.

HOTEL VISITORS.

Denison, A. Mondy, A. O.

Gaskell, Mr. and Bilech, Mr. and

Mrs. W. H. Mrs.

Grant-Smith, E. Stiley, Lieut. and

Grant-Smith, Mrs. Mrs. G.

Hancock, Lieut. & Smith, Mr. and

Mrs. B. L. Mrs. Morton

King, Mr. & Mrs. Fulton, Mr. and

W. Mrs. F.

Mackenzie, A. Mrs. F.

ASTOR HOUSE.

Albert, R. Mady, N.

Beeley, H. L. Nelson, P. R.

Bodas, C. Fernant, Mr. and

Broad, A. Mrs.

Brown, J. Petit, M. C.

Capillary, Quirin

Chapin, A. Ragondet, P. L.

Costello, Dr